

Division(s): University Parks, Isis

CABINET MEMBER FOR ENVIRONMENT – 27 JUNE 2019

OXFORD – HIGH STREET AND ST ALDATE'S CHANGES TO BUS STOPS, LOADING, WAITING, BLUE BADGE PARKING AND TAXI RANK

Report by Director for Planning & Place

RECOMMENDATION

The Cabinet Member for Environment is recommended to:

- a) approve provision of a 30m loading bay outside of the Covered Market as indicatively shown in Annex 1**
- b) approve the removal of the loading bay outside the Mitre**
- c) approve the relocation of blue badge parking (east of Turl Street) to the east to allow the lengthening of the bus stop clearway as indicatively shown in Annex 1**
- d) approve the change to the hours of the loading ban on High Street and St Aldate's to no loading 7.30am to 9.30am and 4pm to 6.30pm and**
- e) support in principle the creation by Oxford City Council of a two car taxi rank as indicatively shown in Annex 1 on the condition that the city council agrees to remove the rank immediately if it causes road safety and/or congestion problems once operational**

Introduction and background

1. In Autumn 2018, the county council advertised proposals to amend the bus stop, waiting, and loading provision at the west end of High Street and to reinstate a taxi rank outside the Mitre pub immediately west of Turl Street. This was to address operational problems with the bus & taxi arrangements introduced in High Street because of the Westgate Centre reopening.
2. The west end of High Street is a particularly busy and challenging part of the city's road network with a large number of bus services dropping off and picking up near to Carfax alongside constrained pavement space which has to cater for large numbers of pedestrian movements throughout the day. There are also many businesses including college buildings on High Street and in the Covered Market that need to be serviced from the same section of road. Cycle flows along High Street are heavy throughout the day.
3. The Autumn 2018 proposals sought to provide a taxi rank in this busy area in recognition of the role that taxis play in the overall transport mix although concerns were expressed in particular by local businesses and Oxford Bus Company. At the meeting on 15 November 2018, the Cabinet Member for Environment asked officers to make revisions to the proposals that would

minimise the impact of providing a new taxi rank on loading provision and traffic flow.

Proposals for High Street

4. Revised proposals for the west end of High Street have been the subject of formal consultation from 10 May to 7 June this year and are shown at Annex 1 where the existing layout is also shown.
5. The temporary bus stop clearway on the north side of High Street outside the Covered Market was previously a loading bay. This bus stop clearway was provided when Queen Street was closed to buses during the construction phase of the Westgate Centre. Now that the Westgate construction has been completed, it is proposed to return the eastern half of the bus stop clearway to loading bay and for the other half to become a daytime taxi rank with space for two cars.
6. The taxi rank has been requested by the taxi trade because the current rank on the south side of High Street, by the former Nat West bank, has never been used. This was due to the congestion it caused being located opposite the busy Turl Street bus stop where the footway was widened to better accommodate waiting bus passengers and people walking along the street.
7. The loading bay outside the Mitre pub would be removed and the bus stop clearway east of Turl Street extended to the east. This would be made possible by relocating the existing blue badge parking about 20m to the east. Together with the permanent removal of the bus stop and taxi rank on the opposite side of the street east of Alfred Street, these changes would help to improve existing congestion experienced in this area.
8. This congestion is mostly worse in the early evening peak period when the Turl Street bus stop is particularly heavily used. Some buses are unable to get into the bus stop and consequently can block traffic flow when the Mitre loading bay is in use. The new arrangements would ensure two buses can more reliably fit within the bus stop clearway and in the evening peak period, any bus unable to do this should be able to wait out of the main line of eastbound traffic flow.

Changes to loading in High Street and St Aldate's

9. The consultation also included a proposal to return loading restrictions at the west end of High Street and at the north end of St Aldate's to a peak time loading restriction. This means no loading from 7.30am to 9.30am and 4pm to 6.30pm. The change was needed because it was established that the current 12 midday to 8pm restrictions cannot be used. These changes are shown on the consultation plan at Annex 1.
10. In St Aldate's this would apply to the existing lengths of double yellow lines and at the west end of High Street to the lengths of double yellow lines left over after the other changes proposed. The timing of the loading ban is the

same as for the rest of High Street and St Aldate's and prevents loading at times when traffic flow is generally heaviest but benefits businesses in the area by allowing loading for a large part of the middle of the day (9.30am to 4pm).

Consultation response

11. The following table summarises the responses received during consultation:

Proposal	Support	Object	Neither / Concerns	No Opinion / No Objection	Total
High Street	61 (87%)	5 (7%)	2	2	70
St Aldates	62 (89%)	1 (1%)	2	5	70

12. Thames Valley Police did not object to any of the proposals.
13. Oxford Bus Company objected to the detailed positioning of the taxi rank at the back of the loading bay on High Street. It considers that the two-car limit on the rank will not be enforceable and as such taxis would spill out of the rank negatively affecting the traffic flow and safe operation of the road near Carfax. It is also concerned about the manoeuvres that taxis will make to get in and out of the rank having a negative impact on the road and its other users. It suggests moving the taxi rank either to the front of the loading bay or much further to the east beyond the Turl Street bus stops.
14. Taxis waiting on the double yellow lines outside of the rank any longer than it takes to pick up or drop off passengers can be given a parking ticket. But this wouldn't happen every time and even if it does, by the time this has happened, the negative impacts on the operation of the road would have already been felt. Moving the rank as suggested by Oxford Bus Company would make it less visible and much less successful.
15. Stagecoach is concerned about the loss of the bus stop clearway outside the Covered Market because it is used by buses on diversion during road closures. It suggests that there is insufficient space at other bus stops in the city centre.
16. The Covered Market bus stop clearway can't remain unless it is to be brought back into more permanent use as a bus stop in which case a formal consultation would be needed to permanently remove the entire length of loading on which it sits. That is not proposed now. In the future though a bus stop could be reintroduced on a temporary basis even if there is a loading bay there - if needed due to emergency road closures and bus diversions.
17. One respondent suggests that the rank should be "on the top of Carfax" and a daytime Sunday rank reinstated. It is not viable to move the rank any closer to

Carfax and a daytime Sunday rank is not possible as a result of the recent decision by the Cabinet Member for Environment (14 February 2019) not to allow taxis and private hire vehicles to use Queen Street during the daytime, seven days a week; this was in recognition of the fact that Queen Street is very busy with pedestrians during the day on Sunday.

18. Concerns have also been expressed by local businesses about the changes to loading, in particular the loss of the loading bay outside The Mitre. Overall though, in the western end of High Street from St Edwards Street to Carfax, the proposals would result in no loss of length of dedicated loading bay.
19. There would also be lengths of double yellow lines that can be used for loading outside the times of the proposed loading ban i.e. before 7.30am, 9.30am to 4pm and after 6.30pm. This includes the lengths of kerb outside The Mitre and outside the Oxford University Press bookshop (OUPB) where the unused bus stop and taxi rank is currently located.
20. The OUPB objected to the High Street proposals for a number of reasons. They said the taxi rank outside their shop is never used. The taxi trade decided shortly after the rank was originally provided that it was not viable as it contributed to congestion when a cab waited there. That is why an alternative provision is proposed – the taxi trade has asked for a viable rank to be provided in the nearby area. A number of the comments received during the consultation specifically mentioned the need for a taxi rank in the area. On the other hand, a comment was made that when the taxi rank previously existed outside The Mitre, it was rarely used.
21. The OUPB suggest the old taxi rank outside their premises should be used for blue badge parking. There is only so much space on High Street in this area and officers do not believe that this would be the best place to provide more parking for blue badge holders. In any case the provision of more blue badge parking is not within the scope of this scheme.
22. Brasenose College is concerned about the negative impact on 19-23 High Street of extending the bus stop clearway to the east. This could result in bus passengers waiting outside the shop fronts and blocking the footway which it claims has not been widened like outside Lincoln College library. It would also create additional noise immediately below the student accommodation above the retail units, particularly in the summer when windows need to be open for ventilation.
23. The footway in front of the shops has in fact been widened and given that buses loading are required to turn off their engines if they are stationary for more than a minute it does not seem that the additional noise will be very great. In any case it is not proposed that an additional bus stop flag is positioned at the new eastern end of the bay. The intention here is to provide something of a release valve for the pressure that has been building on the existing Turl Street stop so the first bus can at busy times pull in a bit further along and give a second bus a better chance of fitting in the clearway neatly. Moving the blue badge parking will also make it much easier for the first bus to

get out of the stop than now. It is expected that most passengers will continue to wait in front of Lincoln College library.

24. There was a suggestion that bus services could run more efficiently to reduce congestion. The nature of commercial bus operation is such that operators do not run more buses than they need to. One respondent suggested that space for six buses should be provided rather than just three. Due to space constraints this simply isn't a viable option. In any case, officers believe that increasing the provision from two to three along with the relocation of the Mitre loading bay has the potential to noticeably reduce the negative impact of buses on traffic flow when passengers are boarding at Turl Street.
25. A suggestion was made that the hours of operation of the High Street bus gate be altered to prevent general traffic using the road as a through route until much later in the evening to help prevent congestion in the evening. However, such a significant change to the operation of the city centre transport network is beyond the scope of this particular scheme. The next revision of the Oxford Transport Strategy as part of the development of the new Local Transport and Connectivity Plan can take this into consideration though.
26. Another suggestion was that the taxi rank should only operate after 4pm until 5am. The point of providing a rank in the location being proposed is for daytime use only; there is already a night-time rank at Carfax in Queen Street.

Conclusion

27. It is clear that the taxi trade wishes to see the introduction of a daytime taxi rank near to Carfax on High Street and also that there has been a high level of support for this in the response to the consultation. However, officers recognise that there is a possibility that the new rank could have a detrimental impact on safety and traffic flow on the road close to Carfax given how very busy it is throughout the day and how constrained the space is there.
28. The county council does not introduce taxi ranks – the city council does this but not until it has carried out a specific formal consultation into the proposals. However, the county council as highway authority needs to give its consent to the taxi rank. Given the possibility of a detrimental impact of the rank due to taxis waiting and manoeuvring in the vicinity, officers recommend that highway authority consent for the taxi rank is conditional on the city council agreeing (prior to carrying out its consultation process) that it will remove the rank immediately if congestion and /or road safety issues arise as a result of its introduction.
29. The city council's consultation on the taxi rank will of course give the public and stakeholders another opportunity to comment on the proposal – any concerns and objections will need to be carefully considered by the city council before a decision is made.
30. If the rank is introduced, its impact can be monitored. The county is sent all details of injury accidents and so it will be straightforward to tell if the rank has

been the cause of a safety problem. As regards the rank having a negative impact on traffic flow, any reports submitted to the council will naturally be taken seriously and investigated as to their cause. CCTV monitoring of the rank location would help ascertain if the rank is causing problems for other road users, especially if it is a regular occurrence.

31. Officers believe that all other aspects of the proposals advertised should be approved.

Financial and Staff Implications

32. The lining and signing needed to implement the approved proposals would cost in the region of £5k. Given that the proposals are aimed at addressing residual concerns relating to the changes introduced around the time of the Westgate Centre reopening, the £5k should come from the same capital allocation – there is £970k of council capital aside for improvements to the city centre transport network – made up of £800k from the Oxfordshire Local Enterprise Partnership and £170k from S106 developer contributions.

Equalities Implications

33. The changes are relatively minor and are therefore not considered to have any significant equalities implications. However, if approved officers believe that the revised proposals would make travel by bus more efficient. People with mobility impairments and/or on low incomes often rely on buses and taxis as their main mode of transport into/out of the city centre.

How the Project supports LTP4 Objectives

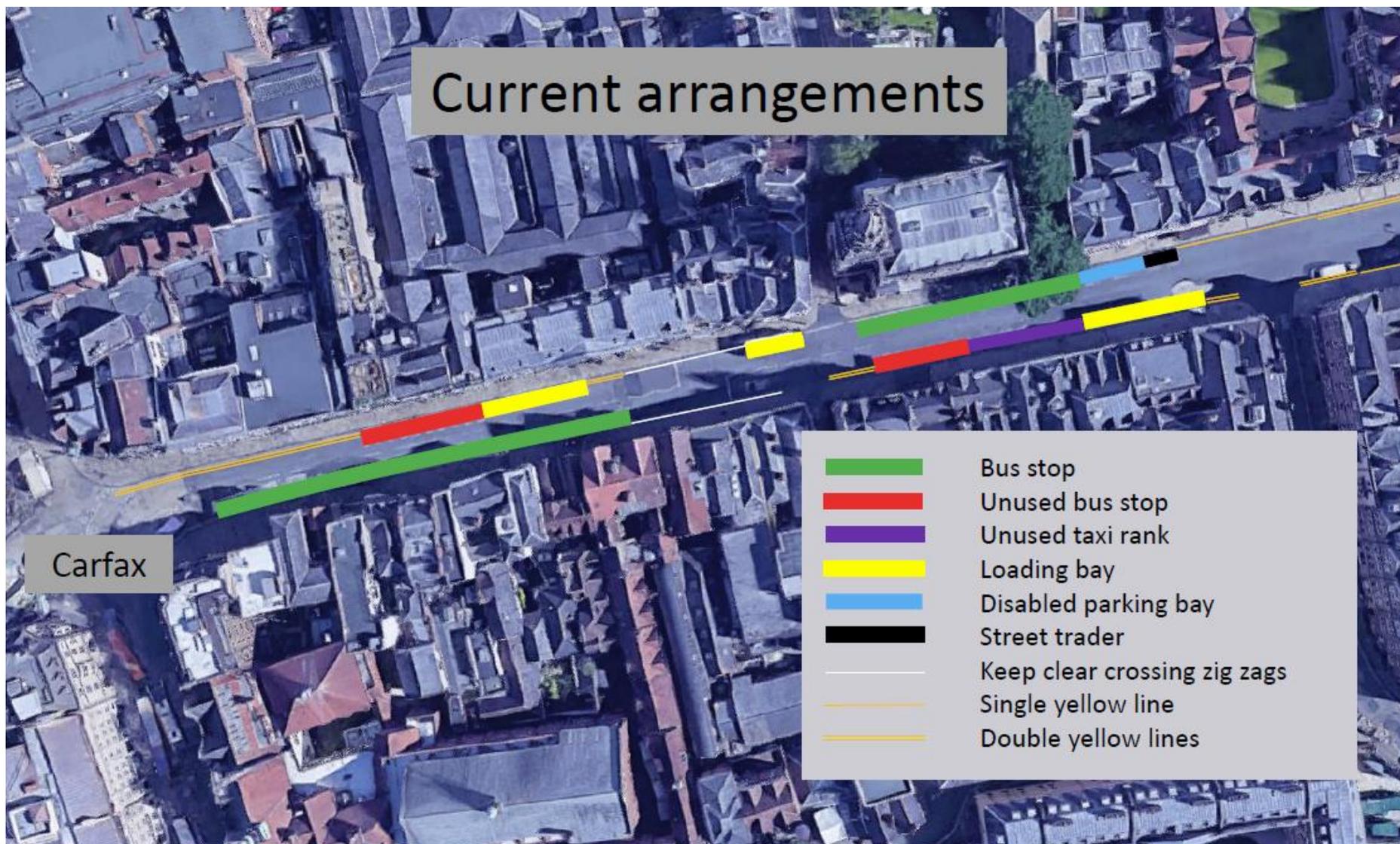
34. The proposals would help facilitate the safe movement of traffic and improve provision for buses and taxis which offer a realistic alternative to travel by private car.

SUSAN HALLIWELL
Director for Planning & Place

Background papers:

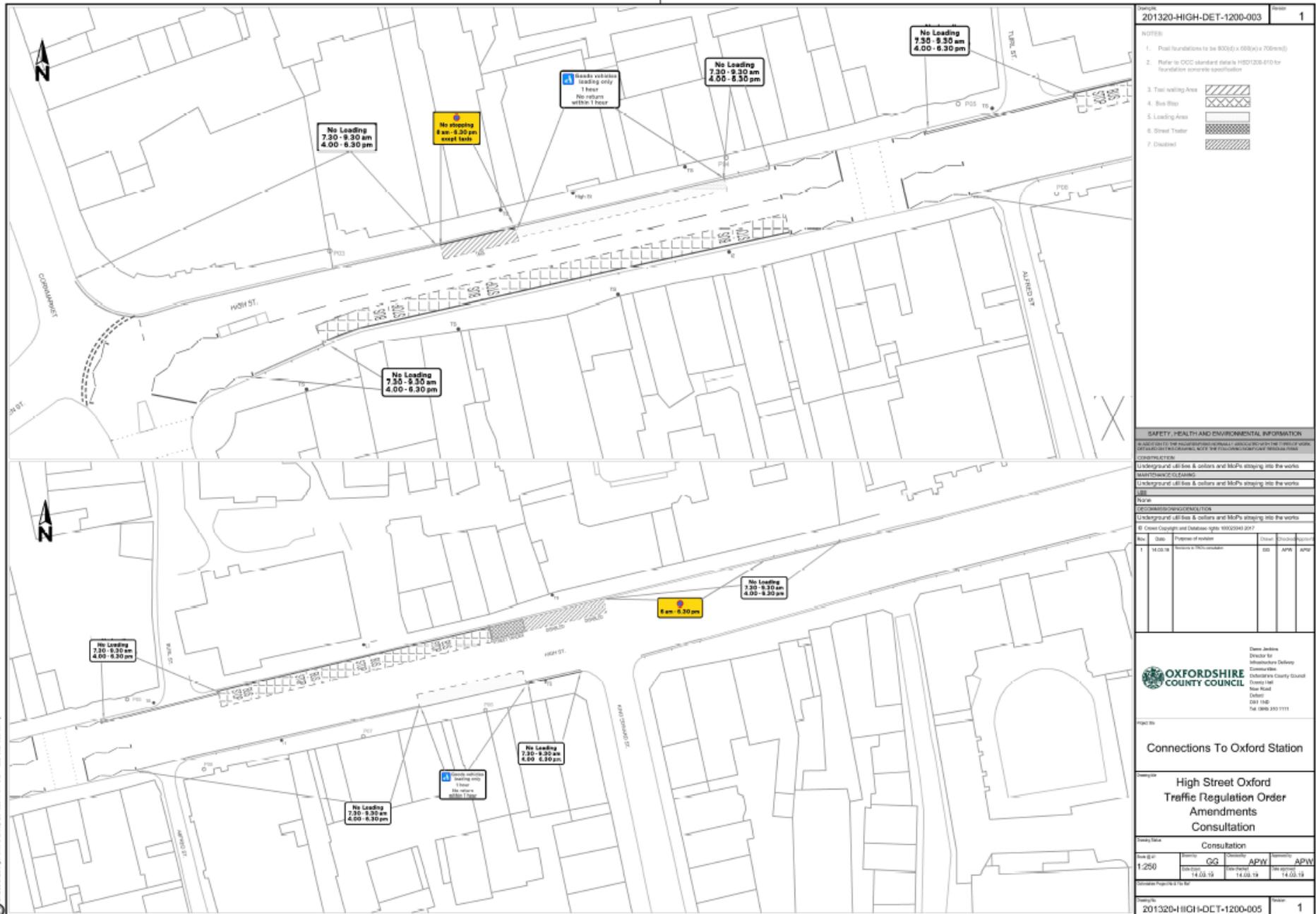
Cabinet Member for Environment Decisions meeting report – 15 November 2018
Public Notice, Statement of Reasons, Draft TRO 2019 – Central Oxford CPZ &
Waiting variation, Draft TRO 2019 – Oxford Disabled Persons Parking Places
variation

Contact Officer: Craig Rossington, Senior Transport Planner 07880 945891
June 2019





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Drawn: 201320-HIGH-DET-1200-003 Sheet: 1

- NOTES:
1. Post foundations to be 800(d) x 600(x) x 700(wed)
 2. Refer to OCC standard details HSD1200-010 for foundation concrete specification
 3. Tact waiting Area
 4. Bus Stop
 5. Loading Area
 6. Street Trader
 7. Disabled

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Underground: all lines & colors and M&Ps staying into the works

Underground: all lines & colors and M&Ps staying into the works

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Rev	Date	Reference number	Author	Checked	Approved
1	14.03.19		GG	APW	APW

David Jenkins
Director for
Infrastructure Delivery
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1BE
Tel: 01865 3301111

Connections To Oxford Station

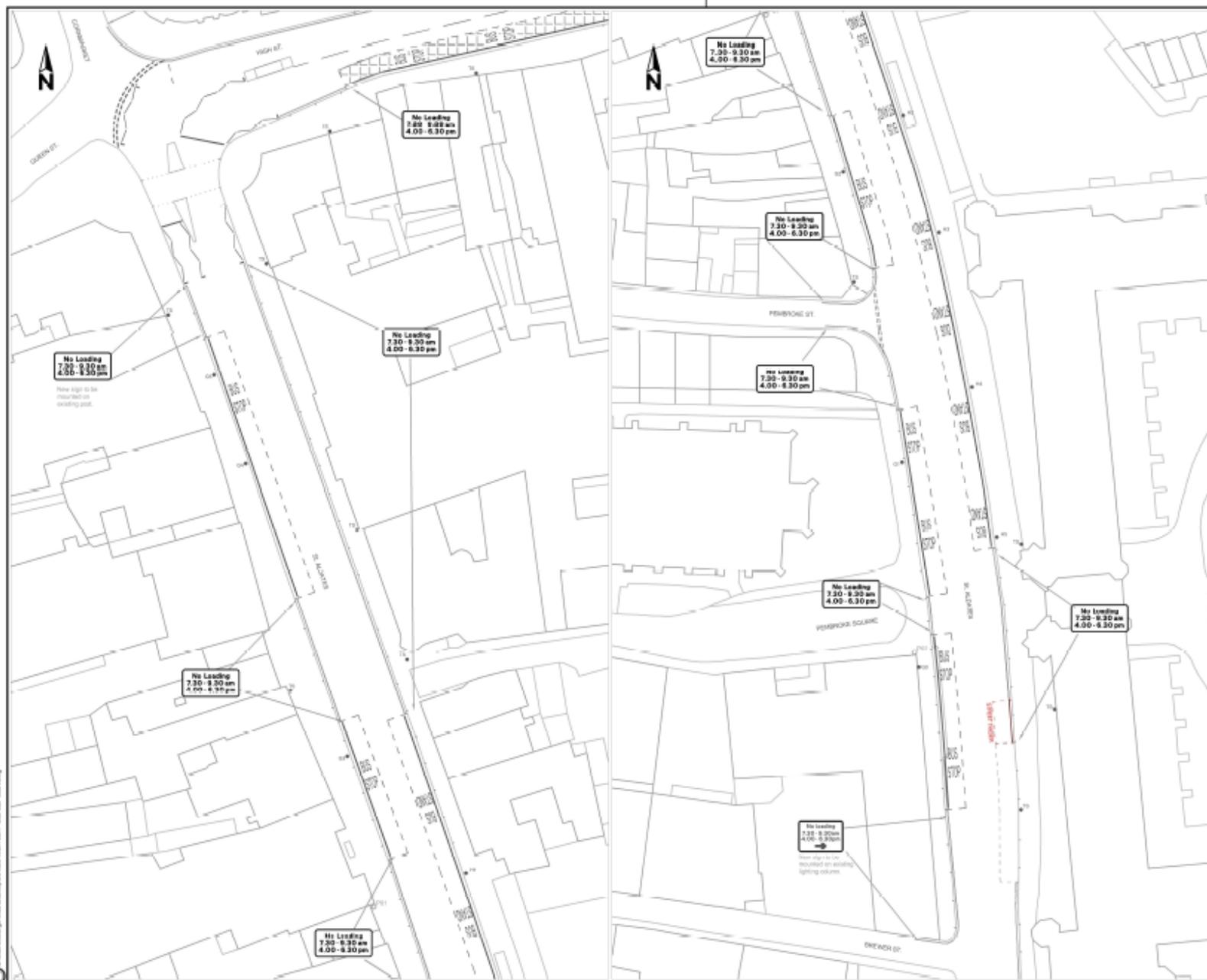
**High Street Oxford
Traffic Regulation Order
Amendments
Consultation**

Consultation Dates

From	To	Author	Checked	Approved
14.03.19	14.03.19	GG	APW	APW

Drawn: 201320-HIGH-DET-1200-005 Sheet: 1

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<p>Project No: 201320-HIGH-DET-1200-002</p> <p>Sheet: 1</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Post foundations to be 600x6 x 900(x x 750mm) 2. Refer to ODC standard details H101200-010 for foundation concrete specification 	<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION:</p> <p>It is the contractor's responsibility to ensure that the site is safe at all times and to comply with all relevant health and safety legislation.</p> <p>UNDERGROUND SERVICES:</p> <p>Underground utilities & cables and M&P's shown on the plans.</p> <p>UNDERGROUND SERVICES:</p> <p>Underground utilities & cables and M&P's shown on the plans.</p> <p>USE:</p> <p>None</p> <p>EXISTING AND PROPOSED SIGNAGE:</p> <p>Underground utilities & cables and M&P's shown on the plans.</p> <p>© Crown Copyright and Ordnance Survey. 100019473 10/17</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev</th> <th>Date</th> <th>Description of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>20/10/17</td> <td>Issue for construction</td> <td>SAC</td> <td>EA</td> <td>EA</td> </tr> </tbody> </table> <p style="text-align: right;"> Dear Sirs, Please find the Information Delivery Certificate attached to this email. OXFORDSHIRE COUNTY COUNCIL Construction Oxfordshire County Council 10000 1000 New Road Oxford OX1 1BP Tel: 01865 346 111 </p> <p style="text-align: center;">Connections To Oxford Station</p> <p style="text-align: center;"> New Traffic Signs & Removal Of Existing Signs (Sheet 1 of 2 - St. Aldates) </p> <p>Issued For Construction</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Sheet No</th> <th>Rev</th> <th>Author</th> <th>Check</th> <th>Issue Date</th> <th>Issue Time</th> </tr> </thead> <tbody> <tr> <td>1.250</td> <td>01</td> <td>SAC</td> <td>EA</td> <td>20/10/17</td> <td>15:30:17</td> </tr> </tbody> </table> <p>Issue No: 201320-HIGH-DET-1200-002</p> <p>Sheet: 1</p>	Rev	Date	Description of revision	Drawn	Checked	Approved	1	20/10/17	Issue for construction	SAC	EA	EA	Sheet No	Rev	Author	Check	Issue Date	Issue Time	1.250	01	SAC	EA	20/10/17	15:30:17
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Sheet No	Rev	Author	Check	Issue Date	Issue Time																				
1.250	01	SAC	EA	20/10/17	15:30:17																				

RESPONDENT	COMMENTS
Oxford Bus Company	<p>Oxford Bus Company wishes to SUPPORT the principle of the new arrangements. However, Oxford Bus Company OBJECT to the daytime taxi rank being located at the back of the loading bay. Oxford Bus Company also wish to COMMENT on the bus stop design.</p> <p>New arrangements Oxford Bus Company fully support the principle of resolving the congestion in High Street caused by the current arrangements at peak times. This will potentially reduce journey times for the buses that use High Street and St Aldates. It is no understatement to say that this is almost all of Oxford Bus Company's routes, and some Thames Travel routes</p> <p>Taxi rank The Oxford Bus Company understands the requirement for a daytime taxi rank. The position of the proposed taxi rank at the back of the loading bay will cause significant problems as the 2 cab restraint is unlikely to be enforceable and taxis will affect the junction and will repeatedly U-turn etc at the critical point causing safety issues as well as congestion issues. Putting the taxi rank at the front of the loading bay would reduce that tendency to some extent. Ideally, the taxi rank would be further east ahead of the disabled parking bay, where the road is wider and there is more space to turn around.</p> <p>Bus stop design Oxford Bus Company observes that the bus stops in High Street have been moved and altered while the Westgate centre was being developed, and if this is now their final position this would be a good time to improve the facilities. Improvements that would bring the bus stops up to a high standard would include shelters, real-time information systems to be visible and working, new paper information display frames, and wifi hotspots.</p>
Local Business, High Street (726059)	<p>I STRONGLY object to these proposals on the following grounds. It will not in any way improve traffic flow or facilities for general loading & unloading for the following reasons.</p> <p>1. A large part of the problem is the number of buses using High Street as pick up points for journeys exiting the city centre. Because they are pick up points, buses can be stationary at the stops for up to 10 minutes whilst loading</p>

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	<p>passengers who at this point are showing the driver return tickets, bus passes or buying new tickets. Loading a passenger in a wheelchair or parent with a child in a pram will take 2 or 3 more minutes. Currently there are 2 bus stops catering for 11 routes during the daytime (275, 280, U1, X8,13,3,3A,4, City4,8 & 9) and 2 at night (N1 &N10). As a result, for a large part of the day buses are queuing to use the stops bringing the road to a standstill and causing vastly increased noise and air pollution. Yesterday a student who lives in the proximity of High Street came into my shop in a terrible state with eyes streaming and difficulty in breathing. She said she had been alright 2 minutes earlier but the poor air condition after she had left her room had had an immediate effect on her health. The increase in the number of bus stops to 3 is nowhere near enough. There needs to be at least 6 bus stops to have a positive impact on the flow of traffic.</p> <p>2. The worst period of the day is between 5pm and 9pm when most people are exiting the city centre. At the moment through traffic is allowed down High Street after 6pm. This has to be altered not only because of air pollution, but at 6pm there is absolute chaos every night with major holdups.</p> <p>3. There is absolutely no need for a taxi rank in High Street. As I have documented previously, when there was one outside The Mitre, I only ever saw it used by a taxi once in 15 YEARS.</p> <p>4. The loading and unloading provision on the north side is totally inadequate – particularly in the early morning. The proposal allows for less loading bays than prior to the new Westgate Centre being built. It looks very much like the council is purposely reducing the loading bays in order to discourage shops in High Street in favour of The Westgate Centre. The proposed taxi ranks should be designated loading bays up till say 4pm when taxis could use them till 5am to save having to queue in Queen Street.</p> <p>5. Taking away the loading bays outside The Mitre is even more crazy. Dray lorries for the Mitre would not be able to unload and deliveries to The Mitre and my shop next door would be almost impossible. Almost certainly I would have to close my shop as a result. This would not only be the loss of a valued independently owned local amenity, but the loss of one of few remaining shops prepared to deliver newspapers to colleges, local businesses and incidentally both Oxford City Council and Oxford County Council. There are solutions to the problems of High Street. Where there is truly a will there is a way. This proposal is definitely not the solution and could potentially make things a whole lot worse.</p>
<p>Local Business, High Street (723855)</p>	<p>1. Currently there is taxi rank provision directly outside the shop which is NEVER used. Feel free to view our CCTV of the front of our shop to confirm that no TAXI's ever use this to sit and wait for customers. There certainly is no need what so ever to increase space for them.</p>

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	<p>2. Deliveries and outgoing customer parcel collections from our business is difficult due to the lack of loading bay provision in our immediate vicinity and so any proposed reduction is unacceptable to rate paying businesses like ourselves.</p> <p>3. There is a lack of disabled parking on the High St making us a not very accessible location and the current unused taxi provision would be better used as disabled badge holder parking.</p> <p>4 The only congestion is the abundance of bus companies servicing the exact same routes. I suggest that as most of these are operating empty buses that their timetables are reviewed and that only one company can win the tender per route and that the frequency of the timetable be reduced so that the buses are more full per journey.</p>
<p>Local Business (High Street)</p>	<p><u>High Street</u> – The proposals appear to be very similar to the ones made last October, and so my views remain as stated below at the time.</p> <p>In particular, I am anxious that improvements like this may simply encourage yet more taxis and come out and “ply for trade”, drifting around meaninglessly and empty, clogging our roads and lungs. Surely, they should be encouraged to remain parked somewhere, until called.</p> <p>And while on the subject, could we disallow them from using cycle/bus lanes. In busy periods on roads like Banbury and Woodstock, they are constantly running up the inside, causing dangerous confusion and alarming bicycles who have nowhere else to go.</p>
<p>Local Resident, (Oxford) 722986</p>	<p><u>High Street - Object</u> - It's another token gesture from the county council to the taxi trade, the rank needs to be on the top of Carfax with a two-car rank - they expect the trade to invest in £65k cabs yet provide inadequate daytime ranks - they also need to reinstate the daytime Sunday cab rank and not keep saying high people volumes on Sundays</p> <p><u>St Aldate's</u> – Neither Support nor object – <i>No comment</i></p>

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<p>Local Resident, (Oxford) (725855)</p>	<p><u>High Street</u> - Support – <i>no comment</i> <u>St Aldate's</u> –Object – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721641)</p>	<p><u>High Street</u> - Support – Absolutely necessary to have a daytime rank on the High Street near the Carfax. The proposed location will be very convenient especially for those who want to hire a cab during the daytime. They may be disabled or families with children <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721941)</p>	<p><u>High Street</u> - Support – <i>no comment</i> <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721943)</p>	<p><u>High Street</u> - Support – It's a good idea to have a rank on high street close to Carfax. But it would be better if the council could reinstate the old Carfax tower rank. It was so convenient to take a cab from this rank after shopping <u>St Aldate's</u> –Support – <i>No comment</i></p>
<p>Local Resident, (Oxford) (721944)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (721946)</p>	<p><u>High Street</u> - Support – We desperately need a taxi rank on Carfax or near there <u>St Aldate's</u> –Support – I fully support taxi rank near Carfax St Aldates side or High Street</p>
<p>Local Resident, (Oxford) (721948)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722021)</p>	<p><u>High Street</u> - Support – Fully in support of the taxi rank proposed on the High Street for the purpose of convenience <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (722054)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722197)</p>	<p><u>High Street</u> - Support – Oxford town centre is the only town doesn't have taxi rank in the centre <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722345)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722360)</p>	<p><u>High Street</u> - Support – no comment <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Business, (Oxford) (722364)</p>	<p><u>High Street</u> - Support – There should be a taxi rank as close to Carfax as possible, for daytime use. This would be extremely beneficial for people visiting the city centre.</p> <p><u>St Aldate's</u> –Support – taxi tank outside the Town Hall during the daytime would benefit both the taxi trade and the general public. It is a very convenient location</p>
<p>Local Resident, (Oxford) (722484)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722778)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (722924)</p>	<p><u>High Street</u> - Support – I fully agree with the changes to move the taxi rank outside the Mitre Pub or by the previous building occupied by Pizza Hut on the High Street. However, if the taxi rank is to be reinstated outside the Mitre Pub, or elsewhere on that side of high street is it possible to allow a stand of 4 taxi to be parked at any time. The current taxi rank near King Edward Street / outside Shepherds and Woodward Clothes shop was in a dangerous location and caused obstruction to the bus stand right opposite and the high street was bought into a gridlock at busy periods.</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (723065)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Respondent, (Oxford) (723250)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (723696)</p>	<p><u>High Street</u> - Support – We must need taxi ranks near Carfax for Hackney Carriages as shoppers and tourists are stranded to get a taxi.</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (723837)</p>	<p><u>High Street</u> – No opinion – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (725157)</p>	<p><u>High Street</u> - Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Botley, Oxford) (725650)</p>	<p><u>High Street</u> – No opinion – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725653)</p>	<p><u>High Street</u> – No opinion – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Respondent, (Oxford) (725661)</p>	<p><u>High Street</u> - Support – There is a need for a taxi rank on the High Street because there are tourists who use the service as well as the elderly who need wheelchair accessible vehicles.</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725800)</p>	<p><u>High Street</u> – No opinion – Always a demand of customers flagging down taxis at Carfax.</p> <p><u>St Aldate's</u> –Support – No comment</p>

CMDE5

<p>Local Resident, (Oxford) (725805)</p>	<p><u>High Street</u> – No opinion – To have a taxi rank as close as to car fax is ideal for visitors who doesn't know much about the whereabouts</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725805)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725809)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725812)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725813)</p>	<p><u>High Street</u> – Support – no comment</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725816)</p>	<p><u>High Street</u> – Support – Will allow more access to the high street and allow another place to pick up a hackney carriage</p> <p><u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725819)</p>	<p><u>High Street</u> – Support – Vital to have taxi rank at the prime location</p> <p><u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (725824)</p>	<p><u>High Street</u> – Support – Very important to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725828)</p>	<p><u>High Street</u> – Support – It got to be the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725833)</p>	<p><u>High Street</u> – Support – Good to be at the prime location <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725835)</p>	<p><u>High Street</u> – Support – Good to have it where people can see the cabs <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725840)</p>	<p><u>High Street</u> – Support – This rank close to the Carfax would be a perfect location for a taxi rank <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725843)</p>	<p><u>High Street</u> – Support – Very important to have taxis at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725844)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (725845)</p>	<p><u>High Street</u> – Support – Taxis are the main stream computing mode <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725853)</p>	<p><u>High Street</u> – Support – Rank need to be near as possible to the Carfax for public convenience <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725854)</p>	<p><u>High Street</u> – Support – very important <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725856)</p>	<p><u>High Street</u> – Support – We need taxi rank in town centre <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725861)</p>	<p><u>High Street</u> – Support – Taxis have to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>
<p>Local Business, (Oxford) (725862)</p>	<p><u>High Street</u> – Support – We need the rank so it's visible to the public and easy to get to <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725863)</p>	<p><u>High Street</u> – Support – Taxi rank is an important facility for commuting so has to be at the centre of the town <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (725865)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725866)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725871)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725872)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725873)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725877)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725881)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (725890)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (725892)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726071)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726072)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726353)</p>	<p><u>High Street</u> – Support – The general public, the visitors to Oxford and the shoppers must have immediate choice of different mode of transport, not just buses only. <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726705)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726706)</p>	<p><u>High Street</u> – Support – Ideal location to hire a cab during the day <u>St Aldate's</u> –Support – No comment</p>

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<p>Local Resident, (Oxford) (726072)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Local Resident, (Oxford) (726860)</p>	<p><u>High Street</u> – Support – no comment <u>St Aldate's</u> –Support – No comment</p>
<p>Brasenose College, High Street (Oxford)</p>	<p><u>High Street</u> – Object – Specifically to the plans to extend the bus stop clearway by Turl Street to the east. This would directly impact the trade of the retail shops at 19-23 High Street. The proposed bus stop extension does not have sufficient provision for people waiting to catch the bus. The pavement is narrower than outside Lincoln College library; passengers would lean against shop windows and get in the way of people walking along High Street.</p> <p>There is student accommodation above 19-23 High Street and the extended bus stop would increase noise pollution for people living there, particularly in the summer when the only way to ensure ventilation in the rooms is to have the windows open.</p> <p><u>St Aldate's</u> – No comment</p>
<p>Stagecoach bus company (Oxford)</p>	<p><u>High Street</u> – Concerned about the loss of the bus stop clearway outside the Covered Market. This facility is used by us during road closures and while on diversion in the city. We do not feel that there is sufficient capacity at other bus stops within the city centre to accommodate additional services and that is why we utilise the contingency of the Covered Market stop.</p> <p>We would therefore request a review of any suitable alternative locations for the provision of taxis in this area of the city so that the bus stop clearway may remain in place.</p> <p><u>St Aldate's</u> – No comment</p>

